

1 5. (Amended) An SCR system according to [any one of the
2 preceding claims] claim 1, further comprising [also] means to cool gases upstream
3 of the SCR catalyst.

1 6. (Amended) An SCR system according to claim 5, further
2 comprising [also] control means such that said gas cooling means is activated only
3 when a high SCR catalyst temperature is detected or conditions are determined that
4 are expected to lead to high catalyst temperatures.

1 7. (Amended) A diesel engine provided with an SCR system
2 [according to any one of claims 1 to 5] for treating combustion exhaust gas
3 containing NO_x and particulates, said SCR system comprising an oxidation catalyst
4 effective to convert at least a portion of NO in said NO_x to NO₂ thereby enhancing
5 the NO₂ content of the exhaust gas, a particulate trap, a source of reductant fluid,
6 injection means for said reductant fluid located downstream of said particulate trap
7 and an SCR catalyst.

1 8. (Amended) A [light duty] diesel engine according to claim [6] 7,
2 wherein the volume of the exhaust gas after-treatment system is reduced and the
3 diesel engine is light duty.

1 9. (Amended) A method of reducing pollutants, including
2 particulates and NO_x in a gas [streams] stream, comprising passing [such] said gas
3 stream over an oxidation catalyst under conditions effective to convert at least a
4 portion of NO in the gas stream to NO₂ [and enhance] thereby enhancing the NO₂
5 content of the gas stream, removing at least a portion of said particulates in a
6 particulate trap, reacting trapped particulate with NO₂, adding reductant fluid to the
7 gas stream to form a gas mixture downstream of said trap, and passing the gas
8 mixture over an SCR catalyst under NO_x reduction conditions.

1 11. (Amended) A method according to claims 9 [or 10], wherein
2 the [gases are] gas stream or gas mixture is cooled[, if necessary,] before reaching
3 the SCR catalyst.